

25X1A

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EXT:

DATE:

ROUTING

[redacted]

IDEA/OSA

17 SEPT 71

ROUTING

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Comments regarding reference(s):

1	6	11	16	21
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25X1A

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(date and time filed)

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25X1A

TO PRIORITY [redacted]

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IDEALIST/TACKLE [redacted]

SUBJECT: SUMMARY OF T-33 ACCIDENT 58670

25X1A

REF: A.

B.

C.

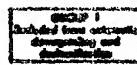
1. PER REQUEST IN REF C, THE FOLLOWING INFORMATION WAS COMPILED
FINAL
 FROM THE ACCIDENT REPORT. IT MUST BE STRESSED THE SOLE PURPOSE OF
 THE ACCIDENT BOARD WAS TO ATTEMPT TO DETERMINE THE CAUSE OF THE
 ACCIDENT AND TO RECOMMEND APPROPRIATE CORRECTIVE ACTION TO PRECLUDE
 RECURRENCE. SPECIAL EMPHASIS WAS PLACED ON LIMITING THE BOARD'S
 ACTIVITY TO THE PERTINENT DATA OF THE ACCIDENT IN ORDER TO PROVIDE
 THE MOST OBJECTIVE EVALUATION POSSIBLE. AS YOU ARE AWARE, THE
 BOARD'S FINDINGS AS FOLLOWS CAN NOT BE THE BASIS FOR ANY DISCIPLI-
 NARY ACTION. BASIC SUBSTANCE OF THE REPORT FOLLOWS:

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ROUTING

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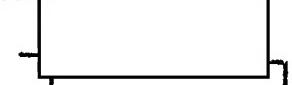
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TO



A. ON 11 AUG 71 [REDACTED] WAS SCHEDULED FOR A LOCAL
PILOT PROFICIENCY FLIGHT WITH [REDACTED]. [REDACTED] 25X1A
OCCUPIED THE FRONT SEAT WITH [REDACTED] IN THE REAR SEAT. 25X1A
SERVING AS INSTRUCTOR PILOT. PREFLIGHT, TAXI AND INITIAL
PORTION OF THE TAKEOFF WERE NORMAL AND UNEVENTFUL. THE
WEATHER WAS [REDACTED] PRESSURE ALT 2311 FT, TEMPERATURE 97° F,
WIND LIGHT AND VARIABLE. THE RUNWAY AT [REDACTED] IS 6000' 25X1A
LONG AND NO RUNWAY ARRESTING BARRIERS ARE AVAILABLE. THE
AIRCRAFT WAS TAXIED TO THE EXTREME END OF RUNWAY 24 FOR RUNUP

25X1A

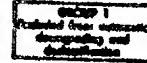
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TO [redacted]

IN ORDER TO TAKE ADVANTAGE OF THE ENTIRE 6000 FEET RUNWAY LENGTH. ON ENGINE RUNUP AND BRAKE RELEASE ALL INSTRUMENTS WERE INDICATING NORMAL. THE 2000 FEET LINE CHECK SPEED WAS 78 KNOTS. THE COMPUTED SPEEDS AT THIS CHECK POINT WERE 76K MINIMUM AND 84K NORMAL. THE COMPUTED REFUSAL SPEED WAS 102K. THE TAKEOFF PROCEEDED ROUTINELY THROUGH LIFTOFF. COMPUTED TAKEOFF DISTANCE WAS 4250 FEET AND FROM WITNESS TESTIMONY THIS APPEARS TO BE THE ACTUAL LIFTOFF POINT. IMMEDIATELY AFTER LIFTOFF THE FRONT SEAT PILOT STATED, "WHAT IS HAPPENING"? AND THE AIRSPEED WAS OBSERVED DECREASING FROM 113K. THE INSTRUCTOR PILOT CONFIRMED THAT THE THROTTLE WAS IN THE MAXIMUM POWER POSITION AND INSTRUCTED THE FRONT SEAT PILOT TO "CHECK SPEED BRAKE IN". IT WAS. PRIOR TO THE AIRCRAFT SETTLING BACK TO THE RUNWAY THE RIGHT WING WAS OBSERVED TO DROP MOMENTARILY THEN RECOVER. THE INSTRUCTOR PILOT STATED THAT HE TOOK CONTROL OF THE AIRCRAFT AT APPROXIMATELY THE 500 FEET REMAINING POINT.

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Standard form automatic
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TO [REDACTED]

THE AIRCRAFT DEPARTED THE END OF THE EIGHT HARD SURFACE APRON THAT EXTENDS 25 FEET ON EACH SIDE OF THE RUNWAY AT APPROXIMATELY 105K. THE AIRCRAFT THEN GENERALLY PARALLELED THE OVERRUN, ROLLED 140 FEET ON UNPREPARED SURFACE AND BECAME AIRBORNE AGAIN FOR AN ADDITIONAL 775 FEET. THE AIRCRAFT THEN TOUCHED DOWN ON A SLIGHT RISE IN THE TERRAIN AND SKIPPED ACROSS IRREGULAR TERRAIN FOR 1300 FEET, COLLAPSING ALL LANDING GEAR WITH THE TIP TANKS SEPARATING FROM THE WINGS JUST PRIOR TO THE AIRCRAFT COMING TO REST 2215 FEET FROM THE END OF THE RUNWAY. THE AIRCRAFT POSITION AT THIS POINT WAS 130 FEET FROM AN EXTENSION OF THE CENTER LINE AND ON A MAGNETIC HEADING OF 135° (RUNWAY HDG IS 240°). THE IP DETERMINED THAT NO FIRE HAZARD EXISTED AND ELECTED TO RAISE THE CANOPY ELECTRICALLY AND EGRESS IN THE NORMAL MANNER. THE FIRE DEPARTMENT ARRIVED WITHIN APPROXIMATELY THREE AND ONE-HALF MINUTES. NEITHER CREW MEMBER SUSTAINED INJURY. AIRCRAFT WAS DAMAGED BEYOND REPAIR.

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Initials for automatic
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B. FINDINGS:

(1) PRIMARY CAUSE: UNDETERMINED. AIRCRAFT DECELERATED IMMEDIATELY AFTER LIFTOFF.

(2) POSSIBLE CAUSES:

(A) AN UNDETERMINED REDUCTION OF THRUST CAUSED BY POSSIBLE MATERIEL MALFUNCTION.

(B) IMPROPER PILOT/INSTRUCTOR PILOT TECHNIQUE THAT ALLOWED THE AIRCRAFT TO BECOME AIRBORNE UNDER FLIGHT CONDITIONS SUCH THAT THRUST AVAILABLE WOULD NOT SUSTAIN FLIGHT.

(1) ADDITIONAL FACTOR:

THE PILOT FAILED TO JETTISON THE TIP TANKS. THE PILOT ELECTED NOT TO JETTISON THE TIP TANKS AT THE LOCATION PRESCRIBED IN THE FLIGHT MANUAL. (REF PAGE 3-5).

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Declassify and
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(3) INADEQUATE FLIGHT MANUAL GUIDANCE. BECAUSE OF FACTORS, SINGLY OR IN COMBINATION, THAT CAN PRODUCE A PARTIAL POWER LOSS IN THE T-33 AIRCRAFT, AMPLIFICATION AND CLARIFICATION OF EXISTING PROCEDURES AND INCORPORATION OF NEW PROCEDURES ARE REQUIRED IN SECTION III OF THE FLIGHT MANUAL.

(4) THE AMOUNT OF FUEL SERVICED WAS NOT ENTERED IN THE FORM 781, PART H (SEE TAB L, PAGE 1, BLOCK 15) AFTER REFUELING ON THE DAY OF THE FLIGHT.

C. RECOMMENDATIONS:

(1) RECOMMEND INSTALLATION OF AN APPROPRIATE RUNWAY ARRESTING BARRIER. WHILE NOT HAVING A DIRECT BEARING ON THIS ACCIDENT, THE BOARD CONCLUDED THAT HAD A RUNWAY BARRIER BEEN AVAILABLE THE PILOT COULD HAVE DECIDED TO ABORT THE TAKEOFF AT AN EARLIER POINT.

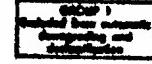
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feita) (100%)

(2) AMPLIFICATION OF PILOT HANDBOOK PROCEDURES.

(A) RECOMMEND THE T-33 FASH ONE HANDBOOK BE AMENDED ON PAGE 2-10 FOLLOWING PARAGRAPH "E" TO INCLUDE THE FOLLOWING WARNING NOTE.

WAN JING

IF TOO MUCH BACK PRESSURE IS APPLIED, A HIGH ALTITUDE RESULTS WHICH MATERIALLY EXTENDS THE TAKEOFF ROLL AND REDUCES THE TAKEOFF SPEED. IN THIS CONDITION THE ABILITY TO REMAIN AIRBORNE AND ACCELERATE TO CLIMB SPEED IS DOUBTFUL.

(B) RECOMMEND THE T-33 DASH ONE HANDBOOK BE AMENDED ON PAGE 3-5 TO INCLUDE THE FOLLOWING:

PARTIAL THRUST LOSS

A MALFUNCTION OF THE FUEL SYSTEM MAY CAUSE PARTIAL POWER LOSS. IF PARTIAL POWER FAILURE OCCURS DURING THE TAKEOFF RUN, THE PILOT MUST DECIDE TO ABORT OR

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CONTINUE TAKEOFF. IF DECISION IS MADE TO ABORT,
FOLLOW THE ABORT PROCEDURE - THIS SECTION. IF DE-
CISION IS MADE TO CONTINUE:

1. THROTTLE - CHECK FULL OPEN. IF THIS FAILS
TO CORRECT THE PARTIAL POWER LOSS, CONTINUE WITH STEP 2.
 2. GANG START = ON.
 3. TIP TANKS - JETTISON (IF NECESSARY)
- (C) FURTHER SUGGEST THE WARNING NOTE ON PAGE 3-5
UNDER ENGINE FAILURE DURING TAKEOFF BE MOVED SO AS TO
BECOME PART OF THE NEW SECTION PARTIAL THRUST.

END OF MESSAGE

25X1A

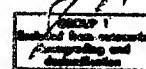
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